

## Swiss Proposal #1:

Subject: Meteorological Conditions: Surveys in case of Thunderstorms

**Change Para 1.4.2.3. Section a) of CIVA regulations Part 1 and 3 to read:**

**The Contest Director must provide the competitors, the Chief Judge, the Board of Judges and the International Jury with half-hourly information on weather conditions and, at shorter intervals, on wind speed and direction at 500m height if required due to meteorological developments, and every 10 minutes in case of threatening thunderstorms or if active thunderstorms are in the vicinity of the contest field.**

### Rationale:

Threatening thunderstorms or active thunderstorms in the vicinity of the contest field require to be surveyed constantly and decisions on weather conditions will have to be taken at very short intervals (10 minutes) to give contest pilots a fair chance of conducting a contest flight in acceptable conditions.

## Swiss Proposal #2:

Subject: Meteorological Conditions: Wind Direction

**Change Para 1.4.2.2. Section b) of CIVA regulations Part 1 and 3 to read:**

**After an interruption for the wind exceeding the limits above, flying shall not be resumed until the wind speed has stabilized at or below the limits for 30 minutes and in case of a change of box direction for the same programme, flying shall not be resumed until the wind speed has stabilized at or below the limits for 60 minutes.**

### Rationale:

A change of box direction during a competition day and the same programme requires a minimum time for flight preparation. This minimum time span should be 60 minutes.

## Swiss Proposal #3:

Subject: Start List for Multi Pilot Planes

We propose that a rule will be defined for the start list per class to accommodate for multi pilot planes with following requirements:

1. There should be 2 flights with other aircrafts before the next competitor with the same aircraft commences the competition flight.
2. The French use a system where the aircraft is chosen first then the pilots, both planes and pilots by drawing numbers.
3. A pilot who has drawn 2, 3, or higher cannot be reallocated to slot 1, even if it delays proceedings.
4. Pilots who are ranked within the first 10 places depending on size of competition, will always fly after pilots ranked 10 (or 5, or 3) and higher, and after having drawn lots for their start number, regardless if 1 or more pilots are flying with the same aircraft. The International Jury will decide upon the place in question.
5. The International Jury has the right to reduce the spacing to 1 flight in point 1, to allow completion of the competition.

### Rationale:

Change of pilot for any particular aircraft requires a minimum of time. In order not to delay the competition, it is recommended to have a system in place, which equitably gives pilots time to change over in the same aircraft, and at the same time keeps the competition going.

**Swiss Proposal #4:**

Subject: Enhancement to Judging Criteria of Spins

The judging criteria for spins should be enhanced by following sentence:

Once the spin has been initiated, the rotation should be constant and the attitude of the aircraft should not change till stopping, thereafter the attitude should go to 90° down, wings level.

Rationale:

This addition would clarify judging criteria for changes in pitch of auto rotation, in particular premature changes to vertical.

**Swiss Proposal #5:**

Subject: Permitted Aircraft for Advanced Continental or World Championships

**Change CIVA Regulations (Part 3 - Advanced), Appendix 6 Permitted Aircraft, from present Attachment #1 to allow all two-seat aircraft, and remove the limitation for standard engines only.**

Rationale:

This change would allow removing constraints on available aircraft and would allow more competitors to participate in Advanced Championships. A reasonable control and survey of the engines is not feasible and not practical. This leaves too much room for speculation, rumours and protest, thus bad feelings for competitors, organizers and contest committees.

**Swiss Proposal #6:**

Subject: Countries at War

Continental or World Championships should not take place in countries which are at war.

Rationale:

It is morally not acceptable to conduct a continental or a world championship in a country, which is at war.